

The Integrated Deepwater System Program

French Industry Day

21 April 2004



RADM Patrick M. Stillman
Program Executive Officer

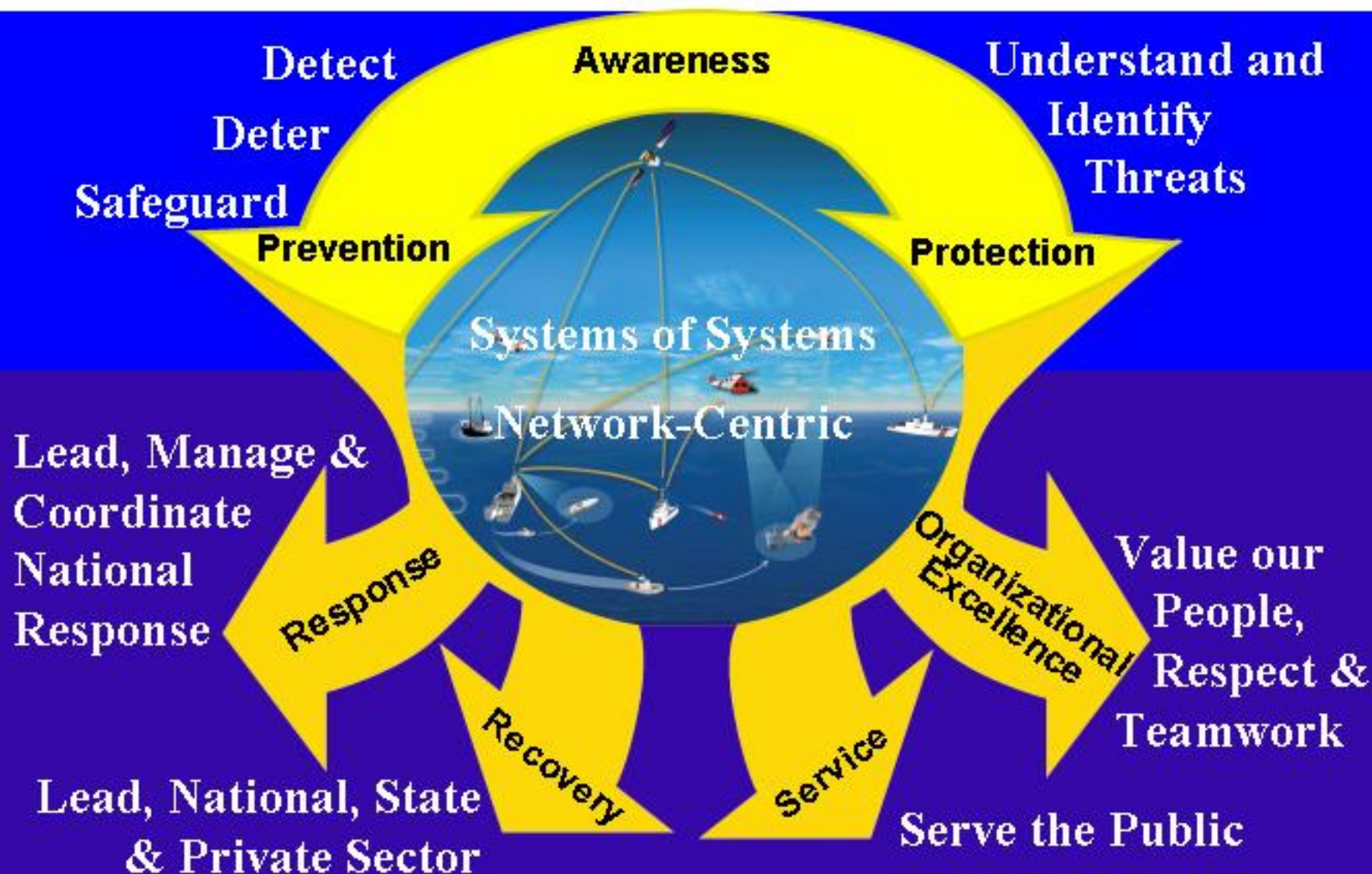


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DHS Strategic Plan



U. S. Coast Guard Missions

Homeland Security Missions

- Ports, Waterways and Coastal Security
- Drug interdiction
- Migrant interdiction
- Defense readiness
- Other law enforcement

Traditional Missions

- Marine safety
- Search and rescue
- Aids to navigation
- Living marine resources (fisheries law enforcement)
- Marine environment protection
- Ice operations



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Current Coast Guard Capabilities

1985-2005



1984-2004



The average age of our Deepwater cutters is 29...The Coast Guard fleet of High and Medium Endurance Cutters is older than 37 of the 39 (naval) fleets worldwide...

1972-1997



1965-2008



1964-2007



1990-2005



1982-2002

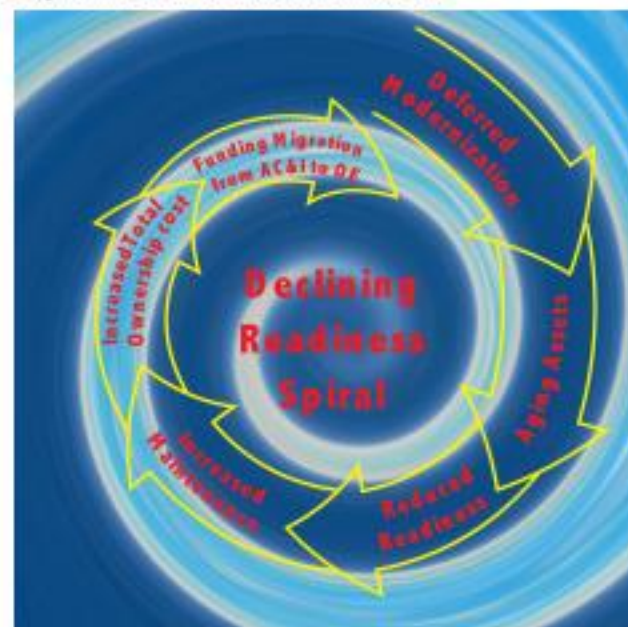


1982-2013



Year First Commissioned

Expiration of Planned Service Life



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System of Systems Solution

- **Assets linked together for full interoperability.**
- **Shoreside fusion centers are linked to intel and other agencies.**
- **Improved efficiency of Coast Guard assets by providing near-real-time information and a Common Operational Picture (COP).**



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System Solution – Assets



Maritime Patrol Aircraft (MPA)



High Altitude UAV



HC-130



**VTOL Unmanned Air
Vehicle (UAV)**



**VTOL Recovery and
Surveillance Aircraft**



**Multi-Mission Cutter
Helicopter**

**Offshore Patrol
Cutter (OPC)**



**National Security
Cutter (NSC)**



**Modified 123'
Patrol Boat**

**Fast Response
Cutter (FRC)**



**Short Range
Prosecutor**



**Long Range
Interceptor**



The Status of IDS Assets

Concept & Technology Development Phase



Capability Development and Demonstration Phase



Production and Deployment Phase



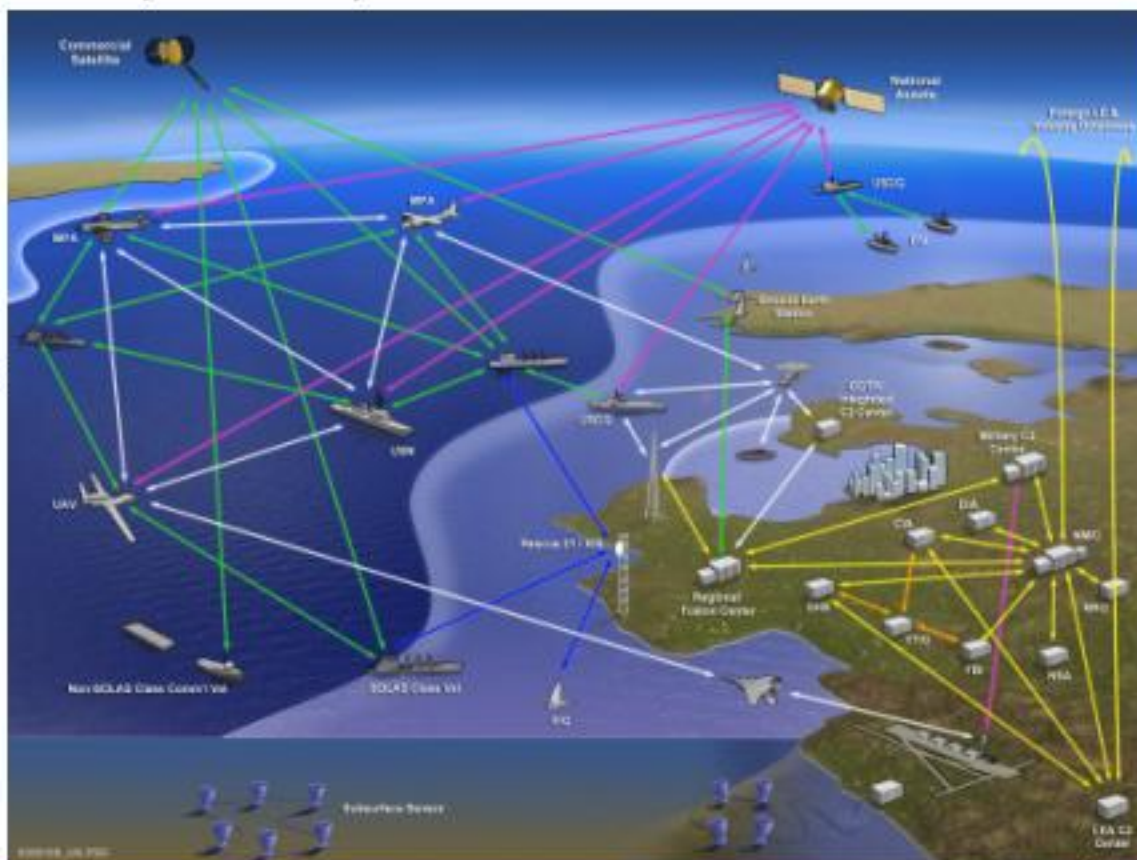
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Maritime Domain Awareness

Maritime Domain Awareness is possessing comprehensive awareness of the vulnerabilities, threats, and all matter of interest on the water. It means having extensive knowledge of geography, weather, position of friendly vessels and potential threats, trends, key indicators, anomalies, intent, and the activities of all vessels in a area of concern, including the innocent.



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Interoperability: National Fleet Status

- **Combat Systems**
- **Common subsystems installed in the LCS and Deepwater vessels.**
 - Vertical launch unmanned air vehicle (UAV): Control
 - Open systems architecture
 - Seamless interoperability
- **Deepwater leverage Navy Research & Development**
 - Capture evolving technologies
- **Broad Area Maritime Surveillance (BAMS)**



Offshore Patrol Cutter



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Open Business ModelSM Operation

- **OBMSM does not mean a program-wide recompetition of all current baseline solutions**
- **OBMSM process resulted in current program baseline**
 - Most base period suppliers are “preferred”
 - Major components in award terms are “deferred”
 - Classic example is the Vertical Takeoff and Landing Recovery & Surveillance Aircraft (VRS)
 - System framework allows flexibility should program require new or different solution set
 - Lack of percentage based teaming agreements allows flexibility
- **OMBSM is executed by the continuing search and analysis of qualified suppliers through the Integrated Product Teams by a wide variety of methods: trade study, industry day, market survey, site visit, Request for Information (RFI), Request for Proposal (RFP) (full and open competition)**
 - VUAV was a competition between the two qualified bidders
 - MPA was trade study / RFI process
- **VUAV, MPA, and HH-65 re-engining contracts are underway**



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* Open Business Model is a servicemark of the Lockheed Martin Corporation, a 50% partner in Integrated Coast Guard Systems, LLC, and is used by permission.

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VUAV Eagle Eye



- Deepwater International drafted, cleared through USCG HQ Int'l Affairs (G-CI) and vetted through DoS an Memorandum Of Understanding (MOU) for Collaborative test and evaluation of the VUAV. This draft MOU was provided to the Government of France in January 2004. Further work is pending.
- Deepwater International functionally accredited and “badged” LCDR David Cordier (Assistant Defense Cooperation Attaché) on 13 April 2004.
- LCDR Cordier will be authorized UNCLAS, non-proprietary access pending approval of Technical Assistance Agreements (TAA's) and the MOU that will provide higher levels of access.



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Legacy asset HH-65 “Dolphin” helicopter:

- This helicopter is produced by EUROCOPTER (France), formerly Aerospatiale
- USCG acquired this asset with significant modification (US engine produced by Honeywell, formerly Textron-Lycoming)
- The HH-65 has been involved in several mishaps where an under-powered “roll-back” situation was a contributing factor
- This asset is being re-engined in order to preempt further power-associated failures
- The proposed replacement engine is the French TurboMecca 2C2



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Our Partner

- **Contract awarded 25 June 2002 to Integrated Coast Guard Systems (ICGS), a joint venture between Lockheed Martin and Northrop Grumman.**



ARINC

Bell Agusta Aerospace Corp.

Bell Helicopter Textron

EADS CASA

EADS Eurocopter

Halter – Bollinger

L3 Communications

LM Management & Data Systems

LM Technology Services

M. Rosenblatt & Sons

Northrop Grumman Full Service Operations

Northrop Grumman IT

PROSOFT

United Defense, LP

People, Performance, and Partnership



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Check us out: www.uscg.mil/deepwater